

**SECRET**

EAFC-15416  
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6 May 1957

MEMORANDUM FOR: Deputy Project Director

SUBJECT : Generator Failure on the U-2

1. In the event of failure of the 28 volt D.C. generator on the U-2, initial indications will be evidenced by the generator-out light glowing and the load meter indicating zero. In this event the battery-generator switch should be moved to 'battery-only'. All electrical accessories not absolutely necessary should be turned off, especially those having large power requirements. Electric power should be used sparingly since depletion of the battery would render all electrical items inoperable.

2. Flight can be continued as long as battery power remains for indispensable items such as face-plate heat. However, the Flight Handbook recommends flight be terminated as soon as possible (and I might add, practicable). If at a relatively low altitude where face plate heat is not required, the battery-generator switch can be turned off to further conserve the battery. Any interruption in power to the fuel counter will render its indications inaccurate. Time will then be the only method of computing fuel remaining.

3. The message from Detachment A states that low ceilings and visibilities prevailed at the more suitable air fields. An instrument let-down and low approach would have required extended use of the AC generator with the accompanying greater possibility of complete electrical source failure. The U-2 is equipped with a 35 ampere-hour battery. There is no statement in the Flight Handbook which estimates the battery capacity for continuous hours of operating anyone or a combination of the electrical units. Its primary function is stated as a source of emergency electrical power. Consequently, I feel [redacted] used good judgment in landing. Had he attempted to return to [redacted] more serious consequences could have resulted.

[redacted]

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